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PART I.

IMPORTANT GOVERNMENT ORDERS.

CHIEF SECRETARIAT.

DIRECTING THE REMOVAL OF STONES FROM GOVERNMENT QUARRIES FROM THE LIMITS OF NEIGHBOURING VILLAGES.

READ—

Government Order No. R. 1595-603—L. R. 505-26-89, dated 2nd September 1927, directing that free removal of stones by inhabitants beyond the limits of the village where they reside should not be allowed.

2. Correspondence ending with letter No. D_2 Dis. 1697—27-28, dated 10th February 1928, from the Revenue Commissioner on the subject.

3. Decision arrived at, at the Officers' meeting in February 1928.

ORDER No. R. 7920-28—L. R. 138-27-43, DATED 14TH APRIL 1928.

In modification of paragraph 2 of the Government Order read above, Government are pleased to direct that, in special cases, the inhabitants of a village might be permitted to remove from the limits of a neighbouring village stones required by them for their own *bona-fide* use. In such cases, a mafi license should be obtained from the Amildar of the Taluk.

N. MADHAVA RAO,
Chief Secretary to Government.

APPOINTING A COMMITTEE OF VISITORS TO VISIT BHADRAVATI IRON WORKS.

ORDER No. D. 12247-59—I. W. 76-27-15, DATED 15TH MAY 1928.

The Board of Management, Bhadravati Iron Works, consider that it would be an advantage if some business men, selected from the Representative Assembly and Legislative Council, could be associated with the Works as a Committee of Visitors, with a view to their obtaining first hand information in reference to the position of the Works. Government approve of this suggestion and are pleased to appoint a Committee of Visitors, consisting of the following gentlemen:—

Mr. B. Abdur Rahmon.
" D. H. Chandrasekharayya.
" H. C. Dasappa.
" B. K. Garudachar.
" D. V. Gundappa.
" M. S. Linge Gowda.
Mr. D. S. Mallappa.
" B. Narasinga Rao.
" Ramachandra Rao Sindia.
" Sylvester Pais.
" S. Venkatesiah.

The Committee may visit Bhadravati once a quarter and obtain detailed information on the spot in regard to the operation and financial results of the undertaking. The Government may also refer to the Committee any special questions connected with further developments or policies upon which they may wish to consult the Committee as representatives of public opinion.

N. MADHAVA RAO.

PASSING ORDERS ON THE REPORT OF THE TOLL GATES COMMITTEE WITH REFERENCE TO TOLL GATES ON STATE FUND ROADS.

READ—

Government Order No. R. 2296-307—L. R. 205-22-2, dated 20th November 1922, issuing revised instructions in regard to the holding of auction sales.

2. Government Order No. L. 8795-814—L. B. 49-25-28, dated 9th June 1927, passing orders on the report of the Joint Toll-Gate Committee about the establishment and administration of toll-gates on Provincial, District Fund and Municipal Roads.

3. Government Order No. R. 5166-84—R. M. 9-27-4, dated 13th January 1928 and Government Order No. R. 6338-56—R. M. 9-27-25, dated 18th February 1928, fixing the location of toll-gates to be newly opened on the State Fund Roads and issuing instructions in regard to the administration of tolls.

4. Government Order No. R. 5942-60—R. M. 9-27-11, dated 6th February 1928, issuing revised rules in regard to the levy of tolls on State Fund Roads.

5. Government Order No. R. 7669-77—R. M. 9-27-47, dated 5th April 1928, appointing a Committee consisting of the following gentlemen to review the arrangements made under the above orders.—

1. Mr. C. S. Balasundaram Iyer, Member of Council, Chairman.
2. „ P. G. D'Souza, Revenue Commissioner in Mysore.
3. „ J. Bhore, Chief Engineer of Mysore.
4. „ A. K. Syed Taj Peeran, Deputy Commissioner, Kolar District.
5. „ N. Madhava Rao, Chief Secretary to Government.
6. „ B. Abdur Rahmon, Member, Mysore Legislative Council.
7. „ S. C. Malliah, do do.
8. „ N. G. Sanjiviah, do do.
9. „ C. P. Basavegowda, do do.
10. „ L. Vemareddi, Member, Mysore Representative Assembly.
11. „ M. S. Lingegowda do do.

6. Report of the Committee in the matter.

(Printed as an annexure.)

ORDER NO. R. 8729-40—R. M. 9-27-53, DATED 15TH MAY 1928.

The Committee were asked to examine and report on the following points:—

(1) The location of toll-gates.

(2) The classification of animals and vehicles and the maximum rates of tolls provided in the revised schedule appended to Government Order of 6th February 1928.

(3) The adequacy of the exemptions contained in the rules in respect of animals and vehicles belonging to agriculturists; and

(4) Any other points in respect of which the existing rules might be revised with advantage.

2. After a consideration of the existing rules and orders and the suggestions received from several officers, the Committee have made the following recommendations on the points referred to them.

(1) That with a view to minimise inconvenience to agriculturists, the system of levying tolls on cattle and other animals be discontinued and that consequently items 19 to 30 of the schedule prescribing the rates of tolls payable on animals be omitted; that items 31 and 32 of the schedule providing for the levy of tolls on palanquins and other vehicles of a description which are rarely used be also omitted.

(2) That item 3 of the schedule "every vehicle of any description propelled by steam or motor power" be omitted as it is included in item 1 of the schedule and that the words "not on springs" occurring in some of the items be also deleted being superfluous.

(3) That the rates fixed in the revised rules on items 4, 5 and 7 be reduced as follows :—

		Annas.
Item 4.	On every four wheeled carriage—charge to be reduced to	8
„ 5.	On every two wheeled carriage on springs other than a jutka or ekka—charge to be reduced to ..	4
„ 7.	On every jutka or ekka unladen—charge to be reduced to	1 anna

(4) That clause (d) of the revised rules providing for exemptions in regard to manure carts of agriculturists be amended as follows :—

"(d) Carts laden with manure or other substance used as manure, shall be exempt from payment of tolls at all the interior toll-gates and shall pay at the rates prescribed for unladen carts at all frontier toll-gates. Provided that no tolls shall be levied on carts belonging to agriculturists residing within 5 miles of the toll-gate when such carts are carrying manure, implements, seeds or agricultural produce to and from their fields and when they return unladen."

(5) That provision be made for exempting motor cars and other conveyances used for ambulance purposes from payment of tolls.

(6) That clause *c* (i) of the revised rules be amended so as to extend the exemption granted therein for a full period of 24 hours instead of from sunrise to sunrise.

(7) That police officers be granted exemption from payment of tolls only when they are in uniform.

(8) That the power of compounding for the payment of tolls may continue to vest in the Deputy Commissioner and the composite fee collected by him should be held at the credit of the contractor, if any, and adjusted towards his dues in the final instalment or instalments for the year.

3. The above proposals of the Committee are approved, and will be given effect to from 1st July 1928.

4. There is one more recommendation of the Committee which requires further examination. The Committee suggest that toll-gates should not be established on State Fund roads within a distance of 25 miles from each other and that if any District Fund or Municipal toll-gates are situated within this distance, a vehicle should be made to pay full rate at the first gate only and half the rate at the remaining gates. Government generally approve of the principle of keeping a distance of 25 miles between any two toll-gates on State Fund roads, but do not consider it possible to adopt this as a rigid rule. The Revenue Commissioner will be asked, in consultation with the Deputy Commissioners of Districts, to re-examine the location of toll-gates and recommend any changes considered necessary in order to give effect to this principle, as far as possible. The District Boards and Municipal Councils will be requested to submit their views on the proposal of the Committee to give partial exemption on vehicles which paid the full fee at a Provincial toll-gate within 25 miles of a District or Municipal gate and *vice versa*. The arrangement contemplated here is likely to introduce an element of uncertainty and complication and involves possible loss of revenue to Local Bodies, whose opinions it is desirable to ascertain, before passing final orders. Any decision arrived at on this part of the recommendations of the Committee can be given effect to only from 1st July 1929.

(5) The rules, as well as the form of notification for the sale of the right of collecting tolls, as now amended, are appended to this order.

(6) In this connection, a question has been raised as to whether the sale of leases for the collection of tolls on State Fund Roads should be confirmed by the Revenue Commissioner or by the Deputy Commissioners of Districts. Government consider that this power may continue to be exercised by the Revenue Commissioner.

N. MADHAVA RAO,
Chief Secretary to Government.